



the

QUARTERDECK LOG

Membership publication of the Coast Guard Combat and Expeditionary Veterans Association. Publishes quarterly—Spring, Summer, Fall and Winter. Not sold on a subscription basis. The Coast Guard Combat Veterans Association is a Non-Profit Association of Active Duty, Retired, Reserve and Honorable Discharged Former Members of the United States Coast Guard who served in, or provided direct support to, combat situations recognized by an appropriate military award while serving as a member of the United States Coast Guard.

Volume 40, Number 4

4th Quarter 2025

OPERATION ICEBERG—THE INVASION OF OKINAWA FROM THE PERSONAL DIARY OF ROBERT E. BONNEVILLE, SR, RM2, USCG



Photo from Dailydosedocumentary.com

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**ANNOUNCING THE LOCATION
FOR THE 2027
COAST GUARD COMBAT &
EXPEDITIONARY VETERANS ASSN
REUNION AT THE HOLIDAY INN
RIVERWALK, SAN ANTONIO,
TEXAS**

FROM THE NATIONAL PRESIDENT

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*Use the Administrative Office for contact with the CGCVA on all matters

THE QUARTERDECK LOG

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COAST GUARD HISTORY CONTRIBUTOR

Dr. William Theisen, Ph.D., CG Historian

Since the last edition of the Quarterdeck Log, the CGCVA's reunion committee has secured a location for the 2027 biennial reunion. Taking the recommendations offered by the members that were present at this past reunion, the committee looked at several cities including San Antonio, Corpus Christi, Branson, Albuquerque, Tucson, and San Diego. After looking at each city, San Antonio was selected. Several local hotels made proposals, and it was decided that the Holiday Inn Riverwalk offered the best location and amenities. I think that you will be pleased with the selection.



This fall, the CGCVA received a proposal that might have financially benefited the Association. However, after conferring with legal counsel, it was determined that it would be in the Association's best interest to decline the proposal. Nevertheless, the process required the leadership to look hard at our organizational documents which we found to be long out of date. For instance, in 1988, then President Baker Herbert filed for a non-profit incorporation status in the State of Ohio. However, that status expired 10 years later in 1998 and had not been renewed. This past July, Treasurer Gary Sherman filed for an unincorporated tax exempt status as a 501c19, but we were informed that this status does not offer the civil protection for the CGCVA and its officers that the incorporated status provides. Consequently, we are pursuing the more protective status of an incorporated tax-exempt organization, which also carries more weight when soliciting support from various corporations.

We also determined that some articles of the Bylaws needed updating. Since originally written in 1988, there have been 18 amendments to the document, with other articles yet to be addressed with approved amendments. That undertaking is currently being made by the Bylaws Committee. The results will be provided to the membership for review prior to the next business meeting in 2027 when the amendments and the updated Bylaws are presented to the membership for approval.

At the last reunion's business meeting, discussion took place regarding declining membership numbers and what is precluding some qualified Coast Guard personnel from joining the CGCVA. This is not "wokeism" that is preventing them from joining, but rather a matter of honor to some who truly

FROM THE NATIONAL PRESIDENT

believe that the term “combat” doesn’t apply to their member of the U.S Coast Guard is still required for a experience. Whether that should be an issue that regular membership. That means the individual must would stop them from joining or not, the fact is that have served in a hostile fire zone, as designated by the they believe it to be so. How do we address their President’s Executive Order, *while a member of the Coast Guard* and was subsequently authorized for the reluctance to join WITHOUT CHANGING THE MEMBERSHIP CRITERIA? There were several appropriate campaign or expeditionary medal, which recommendations made from the floor, but most should eliminate the concern that members of the DoD will be able to obtain a REGULAR membership. thought adding the term “expeditionary” to the name of the CGCVA would address their concerns. The recommendation received overwhelming support from those in attendance. It was decided that the name should be amended to read the Coast Guard Combat & Expeditionary Veterans Association. However, because the proposal was not submitted to the Trustees 180 days prior to the business meeting, or to the membership 30 days before the business meeting, a vote for acceptance could not be made and it was tabled for a future vote.

A survey was recently sent out to all members for their vote on whether the name should be amended as discussed. There was also room for comments, which have been reviewed. Most members were supportive of the proposal, with some adamantly opposed. In the end, 71.5% were in favor of the change, 16.4% neutral, and 12.1% opposed. We also asked if they would be in favor of a tentative change in the name before the final vote at the next business meeting with 71.1% in approval, 16.7% neutral, and 13.2% opposing the early change. 72 members said that they know of at least one shipmate that has not joined but would reconsider joining if the name were changed to include “expeditionary.” 121 members said that they would be willing to contact former shipmates to encourage them to join with the amended name change. We all should be trying to recruit new members.

Several comments were made that we were opening membership to the CG in general as well as members of the DoD. *I will again reiterate that the membership criteria will not change.* A campaign or then, which again limits the longevity of the expeditionary medal earned while the applicant was a Association.

There are currently 83 hostile fire areas where the Global War on Terror Expeditionary Medal (GWOT-E) is authorized and where Hostile Fire/Imminent Danger pay is approved, but few will see actual combat, although the potential is always present. The term “deployed” is not the same as “expeditionary.” You may be deployed to Antarctica, Europe, or Tahiti, but that is not expeditionary, which is defined as an armed force dispatched to fight in a foreign country. And expeditionary means just that, to fight an enemy in a foreign country. In WWI, America sent the American Expeditionary Force (AEF) under General Pershing to fight the Germans in Europe. They were there to kill Germans.

When the CGCVA was founded in 1985, the name of the organization was the Southeast Asia Veterans Association. That term prevented the many WWII or Korean War veterans from joining. The leadership realized that only opening the Association to the Vietnam Veteran would not ensure its longevity. Consequently, at the next business meeting the name was amended to the current one, allowing for the inclusion of all Coasties that have earned a campaign or expeditionary medal. Some said that they should have included the term “expeditionary” with that change, but it is time to include it now. Some have also said that the Combat Action Ribbon should be a requirement for membership. The last time the CAR was issued in any large numbers was during the Vietnam War, and even then, there are probably only 60 or so that would have them with another 15 since

FROM THE NATIONAL PRESIDENT

The Association has already been involved with the CPOA and the Chief's Academy in spreading the opportunity for membership. We also tell others of the organization wherever we can in hopes of obtaining new members. Each of the eight PSUs receives copies of the Quarterdeck Log as does every membership criteria to keep the CGCVA a viable PATFORSWA cutter, along with other commands organization. I ask each of you to do your part in where there are those that are likely to qualify for recruiting new members, especially those that were membership. Everyone must be a recruiter. Hopefully, the amended name will be beneficial to that effort.

I wish you a happy, healthy, and prosperous 2026.

I know that I have been long-winded in my post, but it is my hope that my comments will clear the air

~ Bruce

FROM THE NATIONAL TREASURER

NAME CHANGE:

It was brought to the attention of the membership at the last business meeting in Daytona, that many of those who had served as Coast Guardsmen in Desert Storm/Shield, SW Asia, Iraq and Afghanistan, were hesitant to join the CGCVA because of the term, "combat." We conducted an online survey of the membership and provided mail-in ballots to secure opinions on amending the Association's name to include the word, "Expeditionary," without changing membership requirements. 71.5% of those responding voted in support of the name change. Only 12% of those surveyed were opposed, but none could provide an alternative idea to swell our ranks!



Our membership has fallen by over 60% in the past 15 years, so going forward, we want to encourage all deployed Coast Guard veterans to join this organization whose purpose is to, "inform the public of the U.S. Coast Guard's participation in this nation's conflicts since 1790!" We hope and strongly believe that we will see an increase in our membership numbers with this name change.

We are summarizing the feedback we've received and will be publishing those results very soon. One frequent consideration was whether or not the word, "Expeditionary" was the correct term. History shows that the word, "Expeditionary" was used by Teddy Roosevelt in the Spanish American War, by General Pershing in World War I, and by General Dwight Eisenhower during the D-Day invasion, to state a few examples.

We are not proposing that we drop the word, "Combat" from our name. Adding the term, "Expeditionary" to the name of our Association could encourage a wave of new memberships to those who are already welcomed in our ranks. The survivorship of our 40-year-old Association depends on us being able to pass this organization to the next generation.

DUES INCREASE (Slightly)

There is a slight dues increase for those who chose to sign up for Auto Pay. Instead of being charged \$23.75, you will be charged \$24.00 for renewal. The reason for this \$.25 increase is to bring Auto Pay in line with Biennial Dues payments, so that both payment options provide the same net benefit to the Association, after bank fees. Of course, paying via check provides the highest benefit, since there are no bank fees! Either way, via check, credit/debit card, or Auto Pay, your payments are greatly appreciated!!

If you have any questions about this, please call 410-690-8000 to discuss it.

Thank you! Best wishes to all,

Gary Sherman, NT

BOOSTER CLUB

THE QDL BOOSTER CLUB

The QDL Booster Club provides a tax-exempt opportunity to donate funds to offset the cost of printing and mailing the Quarterdeck Log. Donations should be sent to the Administrative Office with the memo section of the check marked "QDL Booster Club." Contributor's names will be published with dollar amounts remaining confidential. We greatly appreciate the following members who have made contributions to the Booster Club since the last edition of the QDL was published.

CURRENT QDL BOOSTER DONATIONS

**USCGC Bibb Association, Maurice Stopa, Gerald Nauert, Howard Blair,
Robert McCoy, Bob Schweikert, William Femia, Jr.**

IN MEMORY OF DONATIONS

**Warren Krug, IMO Katherine Shayna Krug,
USCG Bibb Association, IMO Lloyd Hensley, Paul Little, Paul Dowd, Joe Rondeau
On behalf of: Michael A. Johnson, Richard Parker, John Liss**

CROSSED THE BAR

It is with sadness that we take note of the following members who have crossed the bar.

Past National Vice President Floyd C. "Butch" Hampton, RVN, CGC Dume, PHM recipient

Past National Trustee Ernest L. "Swede" Johnson, RVN, CGC Wachusett, CGC Achushnet

Emile R. Frohnert, LM, WWII, USS Covington

Robert D. Ricker, LM, RVN, RVN, Con Son

Walter T. Oswalt, RVN, CGC Sherman

NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Stephen C. Renn	USS Mount Whitney, (LCC-20) JTF-180	OP Uphold Democracy	
Thomas P. Gadomski	PACAREA PSU GTMO	OIF/OEF	
Jonathan T. Lakose	PSU 305	OEF	Tom Dougherty
J.R. Stafford	PACAREA PSU GTMO	OIF/OEF	David Johnson



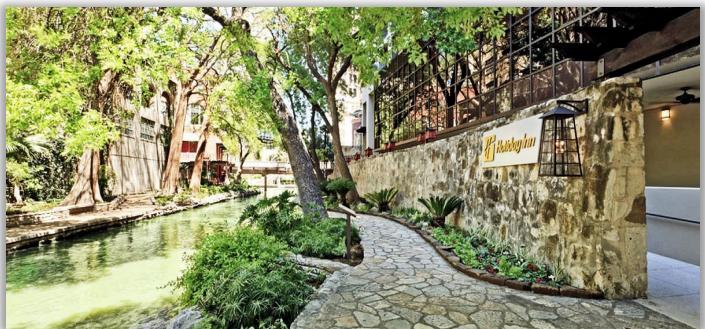
**ANNOUNCING THE 2027
BIENNIAL REUNION AT THE SAN
ANTONIO HOLIDAY INN
RIVERWALK, APRIL 12-16, 2027**

The CGCVA reunion committee, comprised of Mike Seward, Mike Placencia, Mike Johnson, and Bruce Bruni, have selected the Holiday Inn Riverwalk in downtown San Antonio as the site for the 2027 CGCVA reunion. Other cities were considered including Branson, MO; Tucson, AZ; Albuquerque, NM; and Corpus Christi, TX, and San Diego, CA, but after much research and discussions with the various properties interested in hosting the event, the Holiday Inn Riverwalk was chosen.

The hotel is conveniently located eight miles from the San Antonio airport. Public bus transportation is available for a 22 minute, 4 stop ride for \$1.30.

The Holiday Inn is within a short walking distance of the Alamo, the Historic Market Square,

Alamodome, the Majestic Theater, and the Historic Menger Hotel and bar.



**The Holiday Inn is literally steps away
from the Riverwalk.**

We have blocked 90 rooms for each night of the reunion, with the opportunity for members to extend their stay up to three days before and three days after the reunion. The nightly room rate including taxes and fees is \$165.20. Self-parking with unlimited in and out is \$24/day. Valet parking is \$47/day. Motorcoach parking is available on a space available basis at \$65/day.

REUNION 2027



Hotel amenities include a pool and fitness center with the remainder of the day to take advantage of the local various exercise equipment sites. It is strongly encouraged that all members and free weights, a business center, and an on-site self-laundry.

An inclusive Full American breakfast buffet discount is available for \$20/person in the Windows Restaurant overlooking the Riverwalk.



We also secured consent to bring our own alcohol and dry snacks into the Skyline Atrium, as the Hospitality Room, something few hotels allow today.



Skyline Atrium Hospitality Room.

The biennial business meeting will be held on Tuesday morning with time to allow members an opportunity to leisurely eat breakfast on their own

before the meeting commences. This allows members to participate in the business meeting so that their voices are heard when important issues are discussed and votes taken.

There will be an optional tour scheduled for Wednesday, with information provided at a later date. The awards banquet will be held Thursday evening in the Tango Ballrooms 1 and 2, proceeded by a cash bar cocktail hour. Meal pricing will be announced at a later date.



Tango Ballroom.

Many longtime members have never attended a reunion, but we are strongly encouraging you to make plans now to attend the 2027 reunion. We need your participation to keep the CGCVA a viable organization by fostering the camaraderie of those with like experiences. Future editions of the Quarterdeck Log will carry information about securing hotel reservations, and will also include the 2027 Reunion Registration Form.

A USO is located in the airport's Terminal B by the baggage claim, a good place to wait for a departing flight for those eligible.

We look forward to seeing everyone there.

~ The Reunion Committee

Dad's Okinawa Diary

By Bob F. Bonneville
US Coast Guard
Radioman 2nd Class 1960-1964

Foreword

It is popularly believed that during times of armed conflict, American GI's located in battle zones, are expressly prohibited from keeping any type of personal diary, ledger, or record of events. This strict security measure was designed to mitigate the risk of unauthorized, classified information falling into enemy hands and being used against allied forces.

For whatever reason, my father Robert E. (Bob) Bonneville Sr., chose to keep a diary and begin his entries on April 1st 1945, the day of the allied invasion of Okinawa during the closing days of World War 2 in the pacific theater. This diary was documented in the pages of a small black covered 4"x 6" Government Issue note book (fsn-50171) manufactured by the U. S. Government Printing Office. This diary and another one from April 21st 1944 (from his time aboard the USS *Pride* off of North Africa), were rediscovered shortly after my Mom's death in July of 2009.

Just over four years into his U. S. Coast Guard career, Bob Bonneville was a Chief Radioman (CRM) aboard the *USS Theenim*, AKA-63. The *Theenim* was an *Andromeda* class attack cargo ship, said to be named after a star in the constellation *Eridanus*. The *Theenim* was one of a handful of AKA's manned by a Coast Guard crew in World War 2. She served as a commissioned ship for 16 months.

The transcription of this diary is primarily for the benefit of my family. Stock photos taken during the invasion of Okinawa are among the photos added to this document.



USS *Theenim* (AKA-63).

Introduction

On 6 January 1945, *Theenim* got underway for Hampton Roads, Va., and a brief shakedown in the Chesapeake Bay - Virginia Capes area. After loading at Norfolk, the attack cargo ship got underway for the South Pacific on the 27th. The ship proceeded through the Panama Canal and Hawaii to the Solomon Islands, arriving at Guadalcanal on 5 March. Assigned to Amphibious Squadron 5, *Theenim* loaded troops and equipment and headed for the Marianas on 15 March. She sortied from the Saipan staging on 27 March with Task Group 51.2, Demonstration Group "Charlie," for the assault on Okinawa. *Theenim* arrived off the Hagushi Beaches on 1 April, but did not land her troops until the 3rd, when she began offloading mobile equipment and debarking Marines. Three days later she helped to splash a "Val," some 1,000 yards off her stern. On the 12th, her gunners shot down a "Zeke" that passed about 60 feet over her bridge. On the 15th, her gunners aided in the destruction of an "Oscar."

The next day, *Theenim* joined a convoy that was retiring to the Marianas, and she arrived at Saipan on 19 April. On 4 June, she put into Tanapag Harbor preparing to return to the Solomon's to pick up cargo and carry it on to Guam where she arrived on 3 July. For the next three months (the last phase of the fighting and the early days of the occupation), the ship shuttled supplies between Saipan, Manus,

Guadalcanal, Espiritu Santo, Leyte, and Japan itself in very few casualties. At 1100 (11AM) they had secured Hokkaido, and Honshu. On 5 November, she departed

Tokyo Bay for the U.S. She reached Norfolk in April of 1946. *Theenim* was decommissioned and returned to the War Shipping Administration on 10 May 1946 and was struck from the Navy list on 12 May of that year. *Theenim* received one battle star for World War 2 service.

This journal starts on April 1, 1945, and ends the morning of April 19, 1945.

Editor's Note: This article is reproduced herein as Bob (senior) wrote it in his diary



April 1, 1945 Easter Sunday

"Today we invaded Okinawa Gunto, the southern group of islands off the Japanese mainland. We went to general quarters about 0400 and remained until 2000. At dawn, our transport group was attacked by Japanese planes and hit and damaged the *LST-884* (above left) and the *USS Hindsdale*, (APA-120) (above right).

No action for us most of the day. We laid out about 10 miles and watched the Wagons, Cruisers and Cans bombarding the beach. We were part of a Demonstration Group or decoy. We faked an invasion on the southwestern side while the big force landed on the other side. The purpose was to bring the Japs over to our side and keep the other side unguarded while they landed the troops. The strategy was apparently successful, for a report we received stated that 65,000 men had reached the beach at 0830 (8:30AM), with

very few casualties. At 1100 (11AM) they had secured

two airfields.

We left the transport area at dusk and a few Jap planes came out to intercept us. Observers said there were about 20. A Destroyer and one of our escorts chased them off and we had no trouble the rest of the night. This was the first engagement for this ship.

Throughout our travels all the way from the east coast to Panama to Pearl Harbor to Guadalcanal to Saipan, we had no trouble at all. The force for the invasion formed at Saipan and Ulithi in the Carolinas and got underway about the 26th of March. The weather is nice here; plenty cool but not cold, quite a difference from the south pacific areas."

April 2, 1945

"Early in the morning at 0400 (4AM), we had general quarters and a lone Jap plane identified to be a "Val" or a "Kate" came over for a look, it must have been a recon because it made no attempt to attack any units.



Japanese "Val" Aichi D3A dive bomber.

We opened fire on him with everything but he wobbled out and got away. Later in the day, we received orders to detach from the Demonstration Group and proceed to main port of the invasion beaches. We came around the island with no trouble and anchored over here, a few miles from Naha, the main town of Okinawa.

It is amazing, the number of ships in this place.

COVER STORY

There must be 1500 not including the Battleships and Cruisers. Have seen no Carriers but the planes are really there, they are all over the island, and we have good air coverage. The Nevada has been put out of commission temporarily; she is in tow at least.



In the evening we were called to battle stations again and several enemy planes were reported approaching from the stern. A Destroyer chased them off with A/A." (anti aircraft).

April 3, 1945

"We ran all night and this morning pulled up outside of "Yellow" beach to discharge our cargo. We are carrying 155mm guns and ammunition, will be glad when they get this ammunition off here. The Battleships have been blasting the beach all day.

Today is my honey's birthday. We are a day ahead of her time so it is still the second over home.

We came into the anchorage under heavy smoke screen today, couldn't see a thing out there. When it cleared, we could see the beach and all the activity. The Japs are fighting a queer war out there. There are many reports of suicide planes and suicide boats. It seems

that they send these boats out with one man and an explosive charge (bomb or mine). They ram a ship and blow themselves up with everything. The strangest thing is the swimmers. They have been swimming out under crates and boxes leaving charges at the transports. The men have orders to shoot at any floating objects that a man could hide behind, they have been shooting plenty."



Mrs. Bonneville.

April 4, 1945

"Not much activity today. We moved in closer to the beach and have begun unloading. The bay is rather rough and the small boats are having a bad time.



Army Ducks are taking off the ammo. Several alerts, but no planes got this far. The interceptors from the Carriers took care of them before they got to the transport areas."

April 5, 1945

"Another quiet day. Several air alerts, but again the aircraft were destroyed before they reached us. A midget submarine was in the transport area but made a couple of misses on a minesweeper.



Japanese mini sub salvaged in 1945.

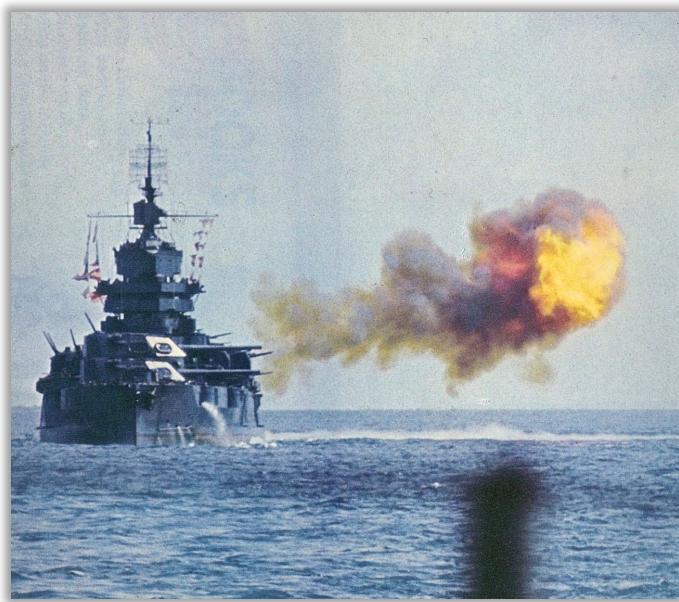
The Cans (destroyers) got after it and have heard no more about it. Reports from the beaches indicate that resistance is getting stiffer. The first few days were a snap but now they are near Naha, it's getting

COVER STORY

rough. Turned in early tonight."

April 6, 1945

"Had G.Q. at 0300 (3AM) and saw ships in the distance firing at air targets. Secured at 0600 (6AM). Had the morning watch from 0800 to 1200 (8AM to Noon). Had another G.Q. at 1300 (1PM). Lasted about 1/2 hour before the "all clear" came over the air. About 3:30 or 4:00 this afternoon we were called to General Quarters again. This was the real McCoy. The shooting started even before I got to my battle station.



USS Idaho BB-42 shelling the beach at Okinawa.

We could see the Battleships and Cruisers off in the distance; their guns were putting up plenty of A/A fire. The sky must have been filled with planes out there but they were being splashed before they reached the transport areas. Every now and then you could see one hit the water and explode. Two suiciders got a Destroyer.

Later reports indicate at least two Destroyers were severely damaged by suicide flyers. After watching the firing in the screen area for about an hour, the transports started to open up on a plane coming in at about 2000 ft. over the beach to starboard. I have

never before seen so much Anti-aircraft firing.



Kamikaze aircraft about to hit the ship.

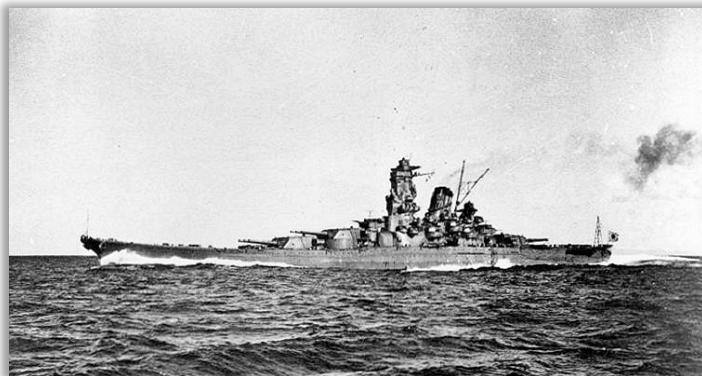
The sky was red with bursting shells and as I watched, a piece of shrapnel ricocheted off my helmet. The plane was definitely a kamikaze and continued to come towards us through the solid wall of fire. He was flying level and when he got over the area he put his nose down and gave it hell. About 500 feet from the transport anchored astern of us, he apparently lost control and dove into the sea, just missing a hospital ship by about 200 ft. When he hit the water, an explosion sent the Jap plane flying all over the area. The pilot could not have lived thru that firing. The kamikaze have been pretty good out here up to today, they have made 15 hits on 16 try's. That was before today's action. He almost hit another ship that time, too.

There were two planes, one about 500 yards behind the other. The flack got the other one before he got over the transport. He hit the beach and exploded either an oil dump or an LST. The flame was much more than just a plane burning, however no report has been received as yet. In the meantime, planes were trying to get past the Battleships and screen. No more got through. There must have been at least 20 or 25 planes shot down out here today. Air raids seem to be getting worse each day. A Destroyer also got a sub

contact at least two miles from us. Nothing else heard."

Morning of the 19th of April, 1945

"Much time has elapsed since my last entry but very much has happened. On April 7th, word was received that the remainder of the Jap fleet was headed for Okinawa. Adm. Mitscher's force 58 was sent out to intercept it. The whole area was on edge until about four or five hours later when another report said the enemy task force had been met, engaged and defeated. Japanese largest Battleship the *Yamato* and Heavy Cruiser *Atago* were sunk along with several Destroyers.



Japanese Battleship *Yamato*.

It was definitely established that the *Yamato* was sunk. The reason I put that in is that it was claimed to have been sunk or damaged before in the battle, the Battle of the Philippines. The report stated that she belched smoke and fire, rolled over and slid under the waves. Since my last entry we have had a total of 51 separate air attacks from the enemy.

Battle stations got to be routine and hearing the firing got so that it didn't bother us like it did at first. The only thing is that when you are below decks when you can't see the planes, when the ship starts firing its guns, you think "The Bastard is heading for us." After seeing the Suiciders work it worries you a little when they are up there.

There is a story out and about the suicide squadrons and it is probably the most likely explanation I have heard about them. It seems that they are, for the most part young fellows who have been all hepped up to this suicide "For the Emperor." There is much glory attached to dying, I have always heard this, but this is the first time I have seen it.



Kamikaze pilots drinking saki before their suicide mission.

They have a mass two-day funeral ahead of time in which all of them participate. They have all the women and Saki they can handle and then they are ready. Suicide pilots have been recovered and were found to be wearing a small tight skull cap, silk black pajamas under a flying jacket, and in one hand they held a little black book which might be some sort of Jap bible. They also wear what is known as a "Belt of a thousand stitches." This is a belt that is wider than a



Kamikaze attacking low over water.

COVER STORY

normal belt and has inscribed all sorts of good luck and religious charms.

The attacks they make are very effective and their batting average is high. Roughly I'd say they have about 95% hits. They seem to pick targets with comparatively low fire power or a ship that is isolated from the rest of the force. They have hit Battleships and Cruisers but not as much as the Destroyers and Sweeps. Incidentally USS *Star* (AKA-67), took a hit by a suicide boat. It was about a week or so ago I think. I mention this because Edna's husband is aboard. The damage was slight however and I doubt if he was hurt.

One night the Japanese fanaticism was clearly demonstrated. Enemy Betties came over Yonton and bombed the air fields. The planes in company flew around making targets of themselves to keep the fire away from the bombers. I have found out that Georgie Deek is definitely on the beach someplace. Wish I had a chance to look him up but hadn't.

As I write this we have departed Hagushi at Okinawa and have headed back to Saipan. It is a wonderful feeling, a comfortable feeling to be the hell out of there. As we were coming out Monday, the 9th, I had an opportunity to see a good air fight.

There wasn't much fight to it but anyway - three "Corsairs" were taking turns giving this "Zeke" a bad

time. One at a time they would swoop down and pour lead into the Jap. Finally the Jap burst into flame and went down. It was comical to watch the "Corsairs" after they had shot him down. They all went into loops. It seemed that they were laughing or celebrating or something.



Corsair firing rockets.

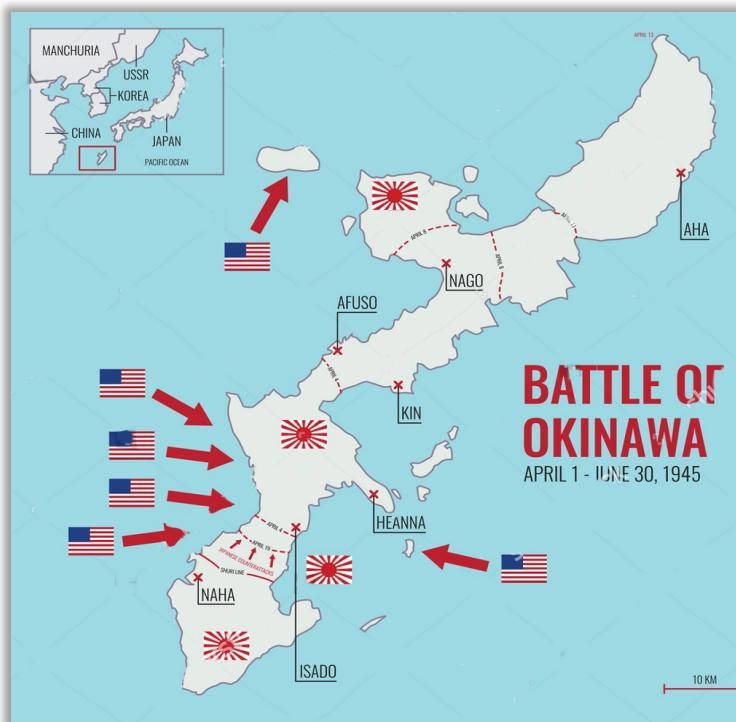
ENC Robert "Bob" Bonneville, Sr.



Left - Coast Guardsmen squeeze tight around #3 hatch aboard a transport for mail call.



Taking time to read those precious few letters from home.



A couple of Coasties enjoying well deserved cans of beer.

FEATURED ARTICLES

80 Years Ago, the Coast Guard's Participation in the Battle for Okinawa

Article from the National Park Service



A great armada lies off the Okinawa beachhead: troops and supplies pour in for the last major operation of World War II.

Okinawa

The Coast Guard's final major amphibious action was at Okinawa. Operation Iceberg proceeded along the same successful formula that other Allied invasions had taken. Carrier aircraft and surface ships shelled and bombed the island for nine days prior to the landings. The Coast Guard had a total of 53 ships that participated, and another six with partial Coast Guard crews accompanied the invasion forces. These transports, cargo vessels, amphibious force flagships, and more than 40 LSTs and LCIs formed part of the overall force of more than 1,400 vessels carrying more than 548,000 soldiers, sailors, and Marines.

The amphibious task force arrived off the beaches on Easter morning, April 1, 1945. The Japanese chose not to defend the beachhead. Therefore, the greatest initial threat faced by the attacking force was Kamikaze attacks. During these attacks, a suicide plane struck the Coast Guard-manned *LST-884*. The plane plowed through the shipfitter's shop and into its cargo of ammunition. Racked by fire and explosions,

the commanding officer ordered all hands to abandon ship, but the attack had cost the lives of 24 men.



Coast Guard-manned USS *LCI(L)-350*.

The beachmasters and their men waged their own battle with an unseen enemy. The coral off the beaches at Okinawa complicated the unloading of supplies. The LCVPs and LCMs had only six hours a day, near high tide, to unload the craft. Due to the tremendous needs of the campaign, the beachmasters found it necessary to unload as many of the craft at high tide, pile the supplies on the beach, and then move the material inland at low tide. This kept the transports at anchor for a long period of time and offered the Kamikaze pilots, suicide boats, and torpedo craft ample time to strike at the fleet.



The officers and crew of Coast Guard-manned *LST-202* somewhere in the Pacific, one of 76 LST's manned by the Coast Guard.

The Coast Guard remained active with the the Pacific. The men of this nation's smallest military amphibious forces until the surrender of Japan. service proved as heroic and valiant as the men in the Afterwards, the cutters performed various operations other branches. When the Coast Guard was returned with the occupation forces, including mine-sweeping to its peacetime role in 1946, Secretary of the Navy activities. The Coast Guard transports finished their James Forrestal stated that during the war the Coast major work in the Pacific by transporting thousands of Guard "earned the highest respect and deepest men home in the "Magic Carpet" trips. appreciation of the Navy and Marine Corps. Its performance of duty has been without exception in keeping with the highest traditions of service."

The Coast Guard made a tremendous contribution to the war effort as part of the amphibious forces in

334 U.S. SHIPS HIT IN OKINAWA BATTLE;

35 Were Sunk by Japanese in 3-Month Action, Costliest Fought by Any Navy 10,000 NAVAL CASUALTIES Figures Reflect High Degree of Power Hurled at Fleet by Suicide Pilots

By W.H. Lawrence
By Wireless To the New York Times.
Sept. 3, 1945

GUAM, Aug. 18 (Delayed)—A total of 334 American warships, merchant vessels, and other craft were sunk or damaged during the three months and five days of the campaign for Okinawa. Thirty-five were sunk and 299 damaged.

These figures were available today because there is no military or security basis for withholding them from the American people. They demonstrate the terrible pounding the American fleet took to land Tenth Army troops on the Okinawan beaches and keep them there until victory was assured.

Until now, the Navy had given only piecemeal publicity to the damage inflicted on the fleet in this desperate, last large-scale land campaign of the Pacific war.

Figures available at fleet headquarters indicated that up to the present the Navy had announced that thirty-two ships were sunk and had specifically noted damage to fifty-seven vessels.

Most of the ships listed as damaged had returned to

action against the Japanese before the Okinawan campaign ended.

The Okinawan action, from March 17, when the preliminary stage began, through June 22, when the end of organized resistance was announced, was the most costly ever fought by any Navy.

Day after day and night after night the Japanese Air Force came over to inflict this terrible damage, which caused about 10,000 naval personnel casualties.

The figures cleared for publication by naval censorship only now indicate the blows that Japanese Kamikaze [suicide] planes were able to land despite the high loss inflicted on the attacking planes by our air patrol and ships' batteries.

The Japanese were unable to sink a single major American war vessel, but they damaged forty-seven of them, some so badly that months will be required in drydock for repair.

It is not yet possible to obtain full information on the types of ships hit and the specific damage inflicted on each. The Navy has always guarded such information closely.

In the opinion of this correspondent, who observed most of the battle for Okinawa, these figures belie the official optimism that prevailed in the United States at the time of that battle and certainly tend to make look ridiculous the statements of those who scoffed at the Japanese use of suicide attack on a large scale.

While these figures show large naval losses,

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hitherto unreported, they are at the same time a high tribute to the fighting spirit and performance of the Navy, which took such heavy blows and still maintained our forces on the beach.

The figures tell, so far as is known here, the full story of ships sunk or damaged through June 22, (1945).



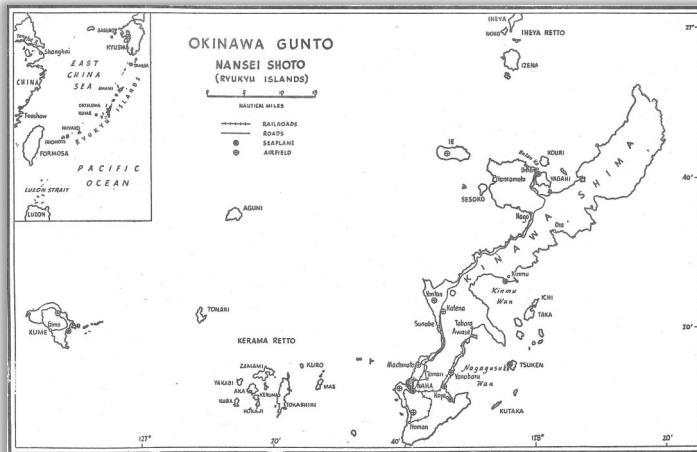
William H. Lawrence (January 29, 1916 to March 2, 1972) was an American journalist and television news personality whose 40-year career as a reporter began in 1931 and included a 20-year stint (1941-1961) with the New York Times, for which he reported from major fronts of World War II and the Korean War.

Coast Guard operations at Okinawa 80 years ago

By BMC William A. Bleyer, U.S. Coast Guard

THE COAST GUARD AT OKINAWA

In late March 1945, nearly 1,300 ships of the Allied forces of America, Great Britain, Australia, New Zealand, and Canada began converging to participate in the largest operation of the Pacific war—the invasion of Okinawa and the Ryukyu Islands. Unknown to all the participants, this tremendous Allied effort would be the final major operation of the war before the surrender of Japan. Military planners codenamed the plan to capture the Ryukyu Islands, Operation Iceberg.



Attached to the tremendous naval fleet that assembled was the largest group of Coast Guard ships to participate in one operation during the entire war. In all, 7 Coast Guard manned large transports, 29 LSTs (Landing Ship, Tanks), 12 LCIs (Landing Craft, Infantry), the cutters *Bibb*, *Taney*, and *Woodbine*, and submarine chaser *PC-469* would participate. Many of the Coast Guard vessels and their crews were combat



LSTs landing equipment and supplies on the beaches of Okinawa. In the distance can be seen dozens of vessels of the invasion fleet. (Photo—U.S. Coast Guard)

veterans of prior invasions and campaigns in the Pacific, Atlantic, and Mediterranean Theaters.

When the Allies had previously attacked and captured the island of Iwo Jima, they breached a defensive perimeter that the Japanese leaders believed it was imperative to hold. Iwo Jima had not fallen easily; Japanese resistance, ferocious throughout the war, was becoming even more fanatical as the Allies closed in on the Japanese Home Islands. The Allies, trying to maintain momentum, planned to follow up this victory quickly and pierce farther into the Home Islands by landing on the “back porch” of Japan—Okinawa. Although its native inhabitants did not largely consider themselves Japanese, Okinawa lies only 360 miles from Japan and constituted part of the Japanese colonial empire; to Japan’s leaders it was home territory. They were determined to hold the island, both out of national pride and as a key point in their East China Sea defensive perimeter.

Okinawa is a large island, sixty miles long and

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between eight and ten wide. For its defense, the LSTs, landed troops of the 77th Infantry Division on Japanese Imperial Army and Navy assembled hundreds of aircraft, small boats, and manned torpedoes. *Kamikaze* (literally, “Divine Wind,” Japanese suicide attacks) would play a prominent role. The island would be defended by 120,000 Japanese troops and extensively fortified utilizing lessons learned from resisting previous American invasions. In contrast, the Allies committed over half a million men for the operation. Three United States Marine divisions and four Army infantry divisions sailed with the invasion fleet. In addition, a fifth infantry division waited in reserve in New Caledonia.

The Allied military planners chose April 1st as L-day, the day the main invasion would commence. As in previous campaigns, the Allies committed the necessary forces to ensure that they had complete control of the air and sea before the invasion. The Navy brought up two naval bombardment forces and for over a week before the landings, carrier planes, B-29 heavy bombers, and naval ships all hit selected targets to weaken any potential Japanese resistance.



Coast Guard-manned LST-884 offloading troops and supplies before its catastrophic kamikaze attack at Okinawa. (Photo—U.S. Coast Guard)

Six days before the main landings a task force, including the cutter *Bibb* and six Coast Guard manned

LSTs, landed troops of the 77th Infantry Division on the Kerama Retto islands about twenty miles west of the southern tip of Okinawa. These men set up an advanced fueling and repair base to serve the fleet during the attack and subsequent campaign.

The various ships of the landing forces sailed over the horizon off Okinawa in the early morning of Easter Sunday. The Allies planned to land four divisions abreast over an eight-mile front. They chose to make the initial assault on the western and southern side of the island because two important enemy airfields lay nearby. At 0830, the fire support ships began laying down an intense barrage. Additionally, over 500 planes from American carriers swarmed over the landing areas to knock out enemy positions.



USCGC *Bibb* (WPG-31/WHEC-31) configured as an amphibious command ship with added radio antenna and anti-aircraft guns. (Photo—U.S. Coast Guard)

On L-Day, *LST-884* approached with the invasion fleet, steaming at three knots towards Okinawa. At 0548 in the moonlit morning, general quarters was sounded for the Coast Guard crew and their 300 Marine passengers. Less than thirty minutes later lookouts spotted three Japanese planes flying about 250 feet above the water and bearing down on the invasion fleet.

LST-884’s port guns as well as the guns on other ships opened fire. The intense gunfire brought down two of the aircraft. The third burst into flames and

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Kamikaze photographed just before crashing into an Allied naval vessel. (Photo-U.S. Coast Guard)

crashed into the port side of the LST. The aircraft passed through the Shipfitter's Shop and continued into the tank deck where it exploded with a tremendous roar.

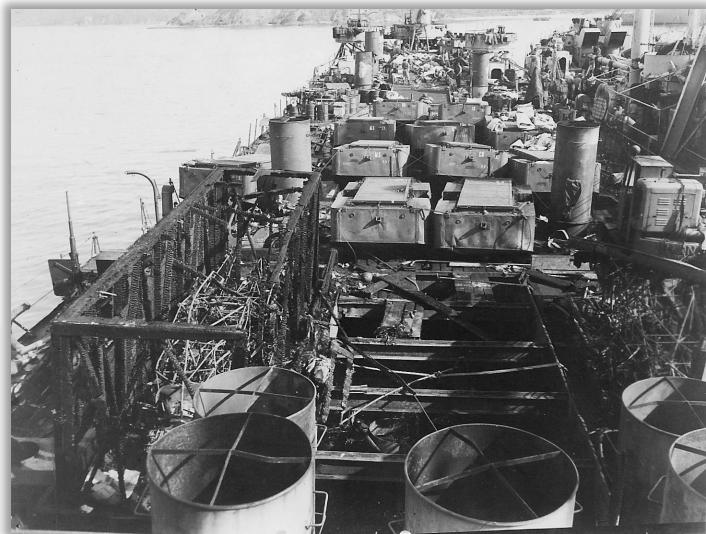
Repair parties worked to put the fire out but the plane had crashed into stowed mortar ammunition. The intense fire and the exploding ammunition made it impossible for the crew to effectively fight the fires and heavy smoke began to fill the ship. As the fire burned out of control, the danger of the flames



On Fire! Fire engulfs LST-884 from a Japanese kamikaze attack at Okinawa on April 1, 1945. (Photo-Stuart Flockencier family photos)

reaching the fuel tanks increased. At 0555 the commanding officer, LT Charles Pearson, USCG, ordered the ship abandoned. The surviving men cleared the ship by 0610 and went onboard a destroyer, an LST and an LSM. Later, after most of the onboard ammunition had exploded, the LT Pearson returned to the ship with some volunteer crewmembers and managed to put out the fires. They would save the ship, belying the LSTs' derisive nickname of, "Large, Slow Targets," but nineteen Marines and one Coast Guardsman had perished in the inferno.

Despite this setback, overall the landing proceeded more orderly than perhaps any other in the Pacific; the Allies were applying their own lessons learned during several previous amphibious assaults. The transports hove to in the unloading areas off the beaches after



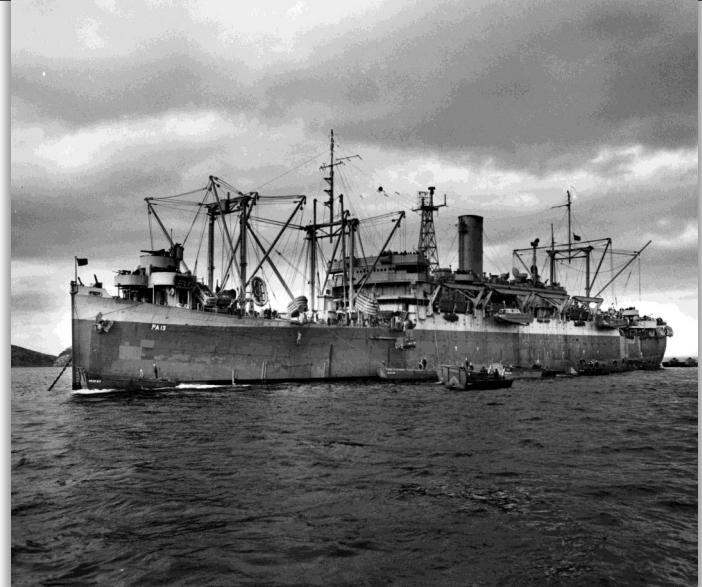
Burned out mid-section of LST-884 after deadly kamikaze attack. (Photo-U.S. Coast Guard)

midnight on March 31st. Several hours later, the control craft left for the beaches prior to the landing craft to establish a line of departure. Each of the control craft displayed a unique colored banner to correspond with the beach it controlled. A guide boat then directed each wave of craft from the line of departure to the beach. These boats also flew a pennant that corresponded to the beach color.

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Additionally, the landing craft on the initial waves had the color of the beach where they were to land painted on the topside of the craft. As the first wave reached the shore the men erected a colored banner to guide the landing craft arriving later to the proper sites. This color coordination simplified the movement of the boats to the line of departure and to the beach and helped the Coast Guard, Navy, and Marine Corps beachmasters to recognize their boats and direct them to the proper landing areas.

Unexpectedly, the Japanese did not contest the landings except for some minor air attacks and light artillery and mortar fire on the beaches. On the first day, the naval forces landed 50,000 troops. Within two days the troops had driven across to the east side



USS Joseph T. Dickman (APA-13). (Photo-U.S. Navy)



Troops coming ashore from an LCVP from the Joseph T. Dickman, on the left. (Photo-U.S. Navy)

of the island and cut the Japanese forces into two groups. While the northern portion of the island would fall fairly easily, Japanese resistance would first stiffen and then grow tenacious in the south.

The Coast Guard manned transport *Cambria* sailed on 28 March from Ulithi Atoll and arrived off Okinawa just before 0500. The transport served as a flagship for one of the transport groups and spent three days unloading troops and cargo. On April 3rd, a beach party of three officers and forty-three men went ashore to expedite the movement of supplies.

The *Joseph T. Dickman* (APA-13) arrived at the transport area at 0540. It had on board a total of 1,368 troops from ten different units. It also carried 99 vehicles and over 83,000 cubic feet of cargo for the invasion forces ashore. The *Dickman* remained at Okinawa until April 9th unloading supplies and men. It was the heterogeneous nature of the troops and the supplies on board, not the weather nor the enemy that delayed the unloading; combat-loading a ship for an amphibious assault has been compared to a chess game that cannot be won. Some of the troops did not debark until L-day plus seven.

Meanwhile, the Coast Guard-manned LSTs performed with their usual efficiency, both during the initial landings and providing vital logistical support during the following weeks. These awkward looking vessels had arrived after about a week at sea, overloaded and overcrowded with troops and supplies. They lay close to the beach and daily made smoke to screen the anchorage as the crew dashed to general quarters during the numerous air raids.

The beachmasters and their men waged their own battle with an unseen enemy, the coral off the beaches

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which complicated the unloading of supplies. The LCVPs and LCMs had only six hours a day, near high tide, to unload the craft. The beach parties blasted many coral heads to allow a greater number of craft access to the beach. Due to the tremendous needs of the campaign, the beachmasters found it necessary to unload as many of the craft at high tide, pile the supplies on the beach, and then move the material inland at low tide. This kept the transports at anchor for a long period of time and offered the Kamikaze pilots, suicide boats and torpedo craft ample time to strike at the fleet.

On April 6th, the Japanese began their counter attack against the fleet off the island. Being within range of the Japanese Home Islands, the Allied invasion fleet would be subjected to frequent air raids, many of them by Kamikazes. Kamikaze attacks consisted not only of rammings by conventional aircraft, but also manned torpedoes and rocket-powered flying bombs called *Ohkas* that were launched from bomber motherships. The Japanese also used small, fast boats loaded with explosives to attack the fleet. Over 250 of these suicide boats had been hidden around the island, but fortunately the Allied forces quickly captured coastal areas and the Japanese were never able to employ most of them. Of those that were able to sortie, Coast Guard submarine chaser *PC-469* encountered three of them while on patrol and sank two in a close-quarters firefight before managing to drive the third off. She later shot down two enemy aircraft. Later, growing increasingly desperate to stop the invasion, the Japanese would even sortie the *Yamato*, the biggest battleship ever built, on a suicide mission to attack the invasion fleet, but it would be sunk by American carrier aircraft before reaching the island. During the entire campaign, Kamikaze attacks sank six ships, heavily damaged seven more, and slightly damaged four others; with 120 ships ultimately sustaining damage from all causes.

Kamikaze air raids were intense, with allied fighter



Two Japanese suicide boats in Okinawa, Pacific Theater. One of the suicide boats is kept just outside a cave. Another suicide boat in a cave. Wooden boxes kept near the cave. A United States Marine stands near the suicide boats.
Location: Okinawa Ryukyu Islands. Date: April 28, 1945.
(Photo- CriticalPast.com)

aircraft engaging Japanese planes making conventional or suicide attacks while ship-mounted antiaircraft guns of all calibers frantically fired skyward at the enemy. The Kamikazes sought to hit large ships like the American and British aircraft carriers but would attack any target of opportunity. Coast Guard 327' cutters *Bibb* and *Taney*, veterans of the Battle of the Atlantic now serving as amphibious command ships, often found themselves in the thick of the action. *Bibb* survived 55 air raids and shot down one aircraft. *Taney*, who had begun the war firing at enemy planes over Pearl Harbor on December 7th, 1941, set general quarters 119 times, shot down at least four enemy aircraft, and at one point even took fire from a Japanese shore battery.



Japanese suicide Yokosuka MXY-7 Ohka. (Baka Bomb)

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On land, the Japanese fought tenaciously, pilots and naval casualties, their losses mounted to entrenched in pillboxes, concrete emplacements, probably over 120,000 dead. Up to half the Okinawan fortified caves, and other ingeniously prepared civilian population, frequently caught in the crossfire defensive positions. They also occasionally took the and often forced to perform hazardous duties or offensive, launching counter attacks and even a conscripted to fight by the Japanese, was either killed suicidal paratrooper assault. Combat between the or missing. Americans and Japanese was typical of the brutal, vicious, and generally malicious fighting of the Pacific Theater, with Japanese soldiers often fighting to the death.



Coast Guardsmen visit Okinawa's temporary military cemetery to pay respects to a fallen shipmate.
(Photo-U.S. Coast Guard)

Despite their tremendous numerical superiority, it took the Allies nearly three months to secure the island and the battle for Okinawa was one of the costliest of the war. The battle claimed over 13,000 American lives and wounded nearly 36,000 more. The Japanese suffered tremendous casualties in their fanatical attempt to defend the islands. Including the

Okinawa would be the last major invasion of the war. Coast Guard manned-ships would participate in other minor amphibious assaults and support the Allied navies as they moved in to occupy Japan upon its surrender in August, 1945. Had the Japanese not surrendered, they would have been extensively involved in the Allied invasion of the Home Islands in late 1945-1946.

The Okinawa Campaign is just one example of the Coast Guard's contribution to the war effort in the Pacific, with its men and women fully living up to the service's motto of, "Semper Paratus." Upon its return to the Department of the Treasury in 1946, Secretary of the Navy James Forrestal stated that the Coast Guard had, "Earned the highest respect and deepest appreciation of the Navy and Marine Corps. Its performance of duty has been without exception in keeping with the highest traditions of the naval service."



BATTLE FACTS

- Fought on the Ryukyu islands of Okinawa
- Largest amphibious assault in the pacific
- Lasted from the 1st of April to the 22nd of June 1945
- Allied victory
- Code named operation iceberg
- One of the bloodiest battles in the pacific
- Allies suffered 14,009 deaths and Japan lost 77,166 soldiers
- 90% of all buildings on the island were destroyed

The Battle of Okinawa, by David Vavl.

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As editor, there are times that individuals will contact me about an article in the Quarterdeck Log, often to provide amplifying or more accurate information that will set the record straight. One such commentary about the Port Security Unit (PSU) history found in the last edition of the Quarterdeck Log is from Captain Dan Zedan, USCGR (ret), one of the earliest members of the Ninth District Port Security Unit community. I appreciate his effort for ensuring accuracy of the story. ~ Bruce

I just finished reading the subject PSU article, and while it was good, it is incorrect/incomplete in several areas.

To begin with, the original Notional PSU's were created in late 1981/early 1982. After the failed hostage recuse attempt in Iran in 1979 and Israel's successful Entebbe raid, Jimmy Carter created the Rapid Deployment Force (RDF) hoping to enable the U.S. Armed Forces to respond to similar global situations. Because most gray hulls could not get close to shore in many of the world's hotspots, the Coast Guard was asked to provide port security expertise to the program. This would include six units assigned to the RDF.

Originally, three were to be located in the Ninth District and three in the Second District. The Second District wanted nothing to do with the program as they felt that there was not enough manpower to fill the units, nor training opportunities necessary to ensure their success. On the other hand, the Ninth District, where most reservists are sidelined during the winter months with most waterways and lakes frozen over, saw this as an opportunity. Due to the concentration of manpower, the first three PSU's were assigned to Milwaukee, Buffalo, and Chicago, NOT Cleveland.

In 1983, elements of all three PSU's were sent to OPERATION LIFELINE at Ft. Eustis to determine if the concept was worth further development. A surveyed 40' CG boat was provided for the water ops. (As a side note: during one of the exercise scenarios,

the PSU MARSEC (Maritime Security) team captured an entire SEAL red cell trying to sabotage the assets moored at the Eustis pier). It was as a result of that exercise that the decision was made to move the Chicago Unit, PSU 302, to Cleveland. I know this because I was the officer who led the Chicago element in the exercise, and it was my after-action report that caused the unit to be moved to Cleveland in early 1984.

I was also the unit's representative to all of the classified briefings held prior to OPERATION LIFELINE as I was the only officer in the District with extensive active duty experience in the Marine Safety Field that was also attached to one of the PSU's.

Before *Desert Shield/Storm*, the PSU's had Explosive Loading Teams and Fuel Transfer Teams as part of the unit. (In the years following several exercises, they were dropped from the program.) I developed the only certification program for the Fuel Transfer Teams, and with the help of my employer, Standard Oil of Indiana, that training was conducted on real tankers/tank barges at Amoco's Whiting Indiana Refinery.

There is more early history that I could add, but this is enough for now. ~ Dan Zedan

Captain Zedan was the CO of PSU 302 from August 1990 through June 1995, the first CG Liaison to Joint Task Force Middle East (Manama Bahrain), and the Navy/CG Liaison to the Saudi Navy and Bahraini Coast Guard prior to the arrival of PSU 302 in theater on Thanksgiving Day, 1990. He resides in Illinois and is a member of the CGCVA.

**Captain Dan Zedan,
USCGR (Retired)**



Coast Guard to Launch Service-Wide Physical Fitness Test for All Members Next Year, 2026

Military.com | By [Patricia Kime](#)

The Coast Guard is ending years of debate over whether it should require all members to take a physical fitness test, or PFT, announcing Tuesday that it will implement mandatory tests for all military personnel starting next year.

In a service-wide message, Deputy Commandant for Personnel Rear Adm. Charles Fosse said all members must complete an initial physical fitness assessment by Dec. 31, 2025, based on the Coast Guard's boat crew physical fitness standards to prepare for the required PFT in 2026.

The Coast Guard, the only armed service housed outside the Defense Department, is also the only military arm not to require a PFT for all members. Personnel are required to pass a physical test during boot camp or officer training, but only those with physically demanding missions – such as boat crews, rescue swimmers, law enforcement personnel and specialty units – have had to meet fitness standards.



Members of the Pacific Tactical Law Enforcement Team complete a physical fitness test comprised of running, swimming, pushups, pullups and situps.
(U.S. Coast Guard photo by PA1 Anastasia Devlin)

According to data cited by former Coast Guard member Zach Reuther in the Naval Institute's Proceedings, that translates into only 25% of Coasties being required to take a PFT. But that's about to change. According to Fosse, by the end of the year, commanders will conduct unit-wide physical fitness assessments based on the boat crew standards, which were updated this May.

The boat crew test calls for planks, pushups and a 1.5-mile run with an option to substitute a 2,000-meter row or 12-minute swim instead of a run, with time or distance requirements for various age groups.

Unit commanders will conduct the testing according to the Boat Forces Physical Fitness Guide and resources available on the Coast Guard's internal website under "Physical Fitness Assessment CY 25," according to the announcement.

Officials have contemplated introducing a service-wide PFT for decades, particularly in the aftermath of the Sept. 11, 2001, terrorist attacks when the Coast Guard established units such as the Deployable Operations Group, which required high physical standards for members.

Increased operations and new deployment demands across the service sparked discussion on whether it should monitor members' athletic fitness. But cost, the impact on retention, lack of medical support personnel and, more recently, effect on recruiting prevented any movement toward adoption.

The new requirement was created by the Service's Force Design 2028, a plan to overhaul the Coast Guard with a goal to improve operations, acquisitions and information-technology and streamline its structure. The plan, introduced in May, calls for increasing the size of the force by 15,000 and fully manning operational units.

Until now, the service has relied on body standards and measurements to monitor members' health. Since 2021, members have undergone semiannual screenings that include either a tape test that measures

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various parts of the body or an abdominal circumference standard to monitor their health risks.

The abdominal assessment was added because the tape tests often resulted in failure of standards by athletes with thick necks, broad hips or higher body fat ratios. According to the Coast Guard, women were three times more likely to fail the standard tape assessment than men, so the abdominal measurement was introduced as an optional method for meeting standards, as was an allowance that any Coast Guard member be offered the boat crew PFT if they failed the tape test or the abdominal measurement.

The service began reviewing its weight and physical standards in 2019 to determine whether they were biased against women. At the time, Coast Guard Commandant Adm. Karl Schultz said the service needed to recruit and retain a diverse workforce.

The adoption of the abdominal measurement and PFT options to meet physical standards was a result of that review.

According to the Coast Guard message 372/25, the new assessment will be conducted by all military members who are not medically restricted from physical exercises, and all participants must complete a body composition pre-screening to take the PFT.

If they have concerns about safely participating, they are to consult their primary care manager or medical officer.

The results will be recorded and tracked at the unit level for assessment purposes by leadership, but performance data will not include personal information. Members are “highly encouraged,” though, to know their scores so they can “leverage their individual baseline results” to ensure that they meet next year’s mandatory PFT, according to the message.

Lt. Cmdr. Steve Roth, the service’s chief of media relations, said Wednesday that the implementation marks a “significant step” in enhancing the service’s capabilities.

“As members of the joint force, overall readiness starts with personal readiness. Our Coast Guard men and women have always been, and will always be, our greatest asset. This assessment, along with an increased emphasis on physical fitness, is an investment in their well-being and their ability to effectively execute our vital missions and remain ready to meet the evolving challenges of the 21st century,” Roth said in an email.

Males	Push-ups	Planks	1.5 Mile Run	12-Minute Swim*	2000 Meter Row*
Under 30	29	1:18	12:29	500 YDS	9:20
30 to 39	24	1:15	12:53	450 YDS	9:30
40 to 49	18	1:12	13:50	400 YDS	9:40
50 to 59	13	1:09	15:14	350 YDS	9:50
60+	10	1:07	17:19	300 YDS	10:00
Females	Push-ups	Planks	1.5 Mile Run	12-Minute Swim*	2000 Meter Row*
Under 30	15	1:09	15:05	400 YDS	10:40
30 to 39	11	1:06	15:56	350 YDS	10:50
40 to 49	9	1:03	17:11	300 YDS	11:00
50 to 59	9	1:01	19:10	250 YDS	11:10
60+	9	:58	20:55	200 YDS	11:29

Table 1-5 Physical Fitness Standards from the Boat Forces Training Manual.



US Coast Guard Recruitment Hits Highest Mark in Decades: 'Workforce of Future'

By Nick Mordowanec, *Military.com*

November 7, 2025

The U.S. Coast Guard is celebrating its highest recruiting numbers in decades.

The service announced Friday that its accession numbers exceeded Fiscal Year 2025 goals and achieved the highest numbers since 1991, with 5,204 active-duty enlisted service members—equivalent to hitting 121% of its target of 4,300 members for the fiscal year that began Oct. 1, 2024, and concluded Sept. 30, 2025.

"The Coast Guard far exceeded our recruiting goals in Fiscal Year 2025, showing that more Americans want to serve in the Coast Guard than ever before," Adm. Kevin Lunday, acting commandant of the Coast Guard, said in a statement. "Thanks to our recruiters for their great success. We aren't just growing—we are bringing in the best talent from across the United States and building the workforce of the future."

Long-Term Plan

The service also exceeded goals in other areas, including commissioning 371 new officers to achieve 101% of their overall goal, in addition to the largest officer target achieved in recorded history.

The USCG also accessed 777 reservists, surpassing its official target of 750 for a 104% success rate. That makes it the third consecutive year for meeting reservist recruiting goals.

To accommodate its growth, the service opened seven new recruiting offices this past fiscal year in the following locations: Los Angeles, CA.; Long Island, N.Y.; Austin, TX.; Grand Rapids, MI.; Cincinnati, OH.; and Davenport, IA.

All enlisted members start at Training Center Cape May in Cape May, New Jersey, where they

complete basic training in preparation for service. Officer accessions occur on board the Coast Guard Academy in New London, Conn., where candidates are trained and commissioned for service as Coast Guard officers.

Officials say recruitment goals align under a strategic initiative called Force Design 2028 to modernize and grow the Coast Guard's force by 15,000 members by fiscal year 2028, at the direction of President Donald Trump and Department of Homeland Security (DHS) Secretary Kristi Noem.

The plan was put into effect partly because USCG operates differently from other Armed Forces branches, all of which have Service Secretaries that provide direct civilian political leadership, control, oversight, accountability and advocacy. USCG does not.

"FD2028 is a new path forward that allows the Coast Guard to better serve the American people, align with the other five military services, and swiftly effect needed change through strong civilian oversight and control," reads the USCG website, adding that Noem will pursue legislation needed to establish a Coast Guard Service Secretary within DHS "to correct this historical institutional disadvantage that has left it less ready to protect the American people."



U.S. Homeland Security Secretary Kristi Noem participates in a tour at the U.S. Coast Guard Station Charleston, Friday, Nov. 7, 2025, in Charleston, S.C. (AP Photo/Alex Brandon, Pool)



COAST GUARD RADIO BOAT FORCES

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Radio Boat Forces offers essential discussions on maritime operations, professional development, open-source policy updates, and field insights from around the country. All views expressed are solely those of the host/guests and do not necessarily reflect the views of the U.S. Coast Guard. Nevertheless, Radio Boat Forces provides exclusive content with leading experts, offering operational and leadership insights, as well as special guest interviews addressing mission-critical topics such as search and rescue, maritime law enforcement, aids to navigation, and other Coast Guard mission areas. Whether you serve in the Coast Guard, a maritime partner agency, or consider yourself a military or maritime enthusiast, Radio Boat Forces delivers practical knowledge, historical insights, and other engaging content with a touch of light hearted fun along the way.



The Seal and Motto of the Coast Guard Reserve

The Reserve established the seal in 1990. Created by the Institute of Heraldry, it was unveiled by the Secretary of Transportation, the Commandant, and Chief, Office of Readiness and Reserve at a kick-off event to the year-long celebration of the Coast Guard's Bicentennial, and the Reserve's 49th birthday.

The crossed anchors supporting the shield are adapted from the Coast Guard's emblem, and the colors—dark blue, scarlet, and white—are traditional within the Coast Guard. Gold is emblematic of achievement and excellence. The sword symbolizes defense and the Coast Guard's military heritage. The round shape of the motto's scroll alludes to a life preserver and represents the Reserve's peacetime mission to help others.

The words of the motto, "Professionalism, Preparedness, and Patriotism," emphasize the characteristics that capture the spirit of the Reserve Force and the embodiment of the Reserve's total mission to protect our national security. Members of the Reserve are patriotic citizens who have answered the call to their country. They are prepared to mobilize at a moment's notice, maintaining professionalism in the execution of their military and civilian careers. Reservists demonstrate excellence both on and off duty and embody the spirit of the Coast Guard as both a military and humanitarian organization.

Sea Going Jeeps

by Robert Dell

When the government had what was to become the Jeep designed in 1940, they had definite ideas of what they wanted. They wanted a relatively low cost vehicle that would be a workhorse under most conditions. Longevity was not a big priority, jeeps were given a ninety day life span out in the field and anything beyond that was a gift. This same philosophy was applied to a naval type ship during WWII, and again it worked out great for our side.

Destroyers, the smallest of the fleet type ships have always been workhorses for the navy. They are well armed, have great speed, and do many chores for the larger men of war and merchant ships. However, they take a long time to build, are very expensive to put together, and have complex machinery. Enter the destroyer escort (DE) much cheaper to build, able to be put together in about a month with the new prefab techniques they were developing, and able to be crewed by generally less experienced sailors. The DEs were smaller, slower, and less heavily armed than regular destroyers but could do 90% of the jobs. These smaller ships had no real offensive capability and were designed to do escort duty, anti submarine warfare, and general support work for the fleet.

Between 1942 and 1945 almost six hundred DEs were built in various configurations. About fifty of them were sunk due to enemy action but only one was destroyed in a surface fleet battle; they were not designed for offensive combat. One of the biggest differences in the DEs built was their propulsion machinery. They had geared turbine drive, turbo electric drive, turbine electric, geared diesel, and other types. The type of propulsion usually dictated what kind of armament was mounted aboard, either five inch or three inch guns as main armament. Regular destroyers (DD) displaced about 2000 tons, while DEs displaced 1200 tons. Top speeds were another big difference in the two types with DDs hitting 30+ knots and DEs 22 knots, with a following sea.

The DEs were built using half inch plate steel while the larger DDs used three quarter inch steel. Crews on the DEs numbered about ten officers and two hundred enlisted while DDs had a crew of about three hundred fifty men. The DDs were much broader in width, and about 350 feet long, while the DEs were usually about 306 feet in length. Even though this type of ship was designed as almost a throwaway, many of them lasted for a long time, with some serving into the 1970's.

My interest in the DEs is because I knew a lot of Coast Guardsmen who served on these ships in WWII and the Korean War. The Coast Guard manned thirty Navy DEs during WWII, and about ten during the Korean War. During WWII, these Coast Guard manned DEs served with the fleet, but in the Korean War they were transferred to the Coast Guard and used as Ocean Station ships mostly in the North Pacific Ocean. The Coast Guard decommissioned its last DE in 1954.

In the picture below of a Coast Guard manned DE in WWII, notice all of the armament on the ship. It was amazing how much stuff they could pile on these craft. I see five inch and three inch cannons, 40 mm mounts, and 20 mm mounts. They also have depth charges, both roller racks, and K guns. ~



The USS *Kirkpatrick* (DE 318) during 1944, one of the CG manned thirty destroyer escorts for the Navy during WWII. One of these, the *Leopold* (DE 319), was torpedoed and lost in the North Atlantic on 9 Mar 44. Only twenty-eight of the 199 man crew survived.

COAST GUARD MUSEUM REMEMBRANCE PAVERS



**DON'T MISS YOUR CHANCE TO
LEAVE A PERMANENT RECORD
OF YOUR SHIP'S OR UNIT'S
PARTICIPATION IN THE
NATION'S CONFLICTS SINCE
1790!**

The National Coast Guard Museum's Paver Program is still accepting submissions for inclusion in the CGCEVA's Group Paver Array. Join other ships and/or units that have purchased pavers acknowledging Coast Guard operations across the years.

Please contact your shipmates to ascertain their interest in joining with you in the purchase of a paver to reflect your ship's/unit's deployment to a designated hostile-fire theater of operations. It is not too late!

Whether as an individual, or a group, if you want to have your ship's or unit's paver(s) included in the CGCEVA Paver Array, you must complete the paver worksheet and submit it to the Association along with payment of \$1,790 for each 8"x8" paver requested, **payable to the CGCEVA**. Submission of the worksheet and payments are to be mailed to the National Treasurer, Gary Sherman, at the address provided on the worksheet. Once received, Gary will forward the worksheet and payment to the National Coast Guard Museum.

To obtain a paver worksheet, send an email to Gary Sherman at gsherman@cgcva.org.

This is a great way to recognize your service as a Coast Guardsman, or that of your unit, that will remain in perpetuity at the Museum. The museum is scheduled to open sometime in 2027. If you delay in the purchase of a paver, you will not be able to purchase one once the Museum opens.

DON'T MISS THIS CHANCE TO REPRESENT YOUR SERVICE TO THIS GREAT NATION!

SHIP'S STORE

SHIP'S STORE ORDERING

If you have questions, please email Russ
Allyson at:
rallyson@cgcvva.org

MAIL ORDERS TO:

Russ Allyson
193 Durham Point Road
Durham, NH 03824
PLEASE ADD \$6.75 S&H

ON-LINE ORDERING

Debit/Credit Card payments are made
via the CGCVA website:
www.coastguardcombatvets.org

CGCVA SHIP'S STORE



Operation
Market Time
Patch \$6.50



Coast Guard
Squadron One
Patch \$8.25



Explosive
Loading Det
Vietnam \$8.50



Campaign Ribbon
Patches \$6.00
each



5" oval CGCVA car
sticker with racing
stripe \$5.00



Gulf of Tonkin
Yacht Club
Patch \$6.50



Coast Guard
Squadron Three
Patch \$8.25



5" round CGCVA
car sticker \$5.00



New CGCVA
Challenge Coin
\$12.00 each



New CGCVA
Lapel Pin
\$7.75 each

CGCVA
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adjustable
Velcro strap
ball cap
navy blue
\$27.50

CGCVA Flex
Fit ball cap
sizes
S/M, L/XL
CG blue
\$27.50

CGCVA
adjustable
Velcro strap
ball cap
navy blue
\$27.50

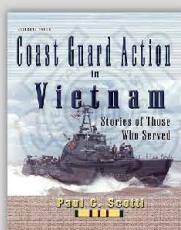
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CGCVA Flex
Fit ball cap
sizes
S/M, L/XL
\$27.50



High-performance polo
shirt with embroidered
CGCVA logo
S, M, L, XL, - \$44.00
XXL - \$47.00



1/4 Zip, 9oz./yd, 60% cotton/40%
polyester fleece sweatshirt
with embroidered CGCVA logo
Navy Blue or Royal Blue
M, L, XL, XXL
\$58.00



Coast Guard Action in
Vietnam by
Paul Scotti, PNP
\$25.00



Large 4" diameter
CGCVA logo patch
\$7.50



Small 2-1/2"
CGCVA logo patch
\$5.50

INCLUDE \$6.75 FOR SHIPPING AND HANDLING (S&H) FOR ALL MAIL-IN ORDERS.

**S&H IS AUTOMATICALLY ADDED TO ORDERS MADE THROUGH THE CGCVA
WEBPAGE.**

COAST GUARD COMBAT VETERANS ASSOCIATION



MEMBERSHIP APPLICATION

(Please Print Legibly)

PERSONAL INFORMATION



Last Name

First Name

MI

Suffix

DOB

Street Address

City

State

Zip

Telephone: Cell

Home

Other

Email

For those with a second address, please submit that address to mplanitz@cgcva.org. When switching between the primary and secondary addresses make sure that you notify the CGCVA of the address change so that you will continue to receive the Quarterdeck Log. To notify the CGCVA of a permanent address change, send an email with the new address to mplanitz@cgcva.org.

MILITARY SERVICE INFORMATION

Service Branch and Dates of Service

Grade, Rank, Rate at Time of Discharge or Retirement

(Indicate broken service or other service affiliation below: (continue on reverse, if necessary)

Service Branch and Dates of Service

Grade, Rank, Rate at Time of Discharge or Retirement

Qualifying Service Medal Awarded (See Ribbons above)	Dates in Theater of Operations and Name of Campaign / Operation	Ship(s) or Unit(s) Assigned at Time of Deployment

IMPORTANT INFORMATION FOR MEMBERSHIP

This application MUST be accompanied by a copy of one or more of the following documents indicating applicant's participation in, or in direct support of, combat contingency operations: DD-214 (all pages), DD-215, NAV/CG-523, letter(s) of awards or other "official" documentation stating participation WHILE A MEMBER OF THE U.S. COAST GUARD. If necessary, a certified statement from a former shipmate who is a member of CGCVA and in "good standing," stating that they served with applicant in a specific unit during a deployment location and timeframe that qualifies for membership.

NOTE: DUES INCREASED ON 01 JANUARY 2025

Dues: \$47.50 for two-year membership. Payment can be made by check or credit card through the CGCVA website with an option for automatic renewal. For Active Duty, and Long Term ADOS, initial membership is four-years.

Send application and payment to:

Coast Guard Combat Veterans Association

P.O. Box 720

Paducah, KY 42086-0720

Make checks payable to: CGCVA

Questions: 410-690-8000

Print Name of CGCVA Sponsor or Referral if Appropriate

Signature of Applicant

Date

Check appropriate box: Regular Membership

Associate Membership

Other

**Please! Look at the Exp. Date on your label
and renew if due. The Quarterdeck Log**

**Coast Guard Combat Veterans Association
P.O. Box 720
West Paducah, KY 42086-0720**

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- First: Coast Guard Northeast Command (CGNortheast)
- Fifth: Coast Guard Mid-Atlantic Command (CGMidLant)
- Seventh: Coast Guard Caribbean Command (CGCaribe)
- Eighth: Coast Guard Gulf of Mexico Command (CGGulf)
- Ninth: Coast Guard Great Lakes Command (CGGreatLakes)
- Eleventh: Coast Guard East Pacific Command (CGEastPac)
- Thirteenth: Coast Guard Pacific Northwest Command (CGPacNorthwest)
- Fourteenth: Coast Guard Central Pacific Command (CGCentPac)
- Seventeenth: Coast Guard Alaska Command (CGAlaska)

Proposed district names based on geography will align the districts with the rest of the Coast Guard and more closely match how DoD names its regional commands